

Daily Edmonton Bulletin.

VOL. 1.

EDMONTON, ALBERTA, THURSDAY, JUNE 18, 1903

No. 140

TELEGRAPHIC

Winnipeg, June 18th.
WHEAT AND OATS.
Fort William wheat, No. 1 hard, spot
29 cents a bushel.

Winnipeg oats, No. 2 white, 31-1/4
cents a bushel.

WILL VISIT CANADA.

Lorenz, the eminent Austrian sur-
geon, will visit Montreal.

MARKET FOR MANITOBA FLOUR.

There is a good demand in New South
Wales for Manitoba flour.

THE MAD MULLAH STILL TO THE FRONT.

The Mad Mullah is still threatening
the British lines in Somaliland.

AMES & CO.'S STANDING.

Ames and Co. claim a surplus of \$30,
000. They say they will pay their cred-
itors in full.

SITUATION IN SERVIA.

King Peter has issued a statement
to his people and has received the
Czar's congratulations.

ON A CHARGE OF EMBEZZLEMENT.

A warrant has been issued for the
arrest of manager Rawley, of the St.
Thomas Loan company.

MAROONS DEFEATED.

Cookston defeated the Maroons.
Grand Forks and Superior were also
winners in Northern League in yester-
days ball games.

ARMY OF MEN OUT OF WORK.

A New York construction company
has thrown ten thousand men out of
work.

LIBERALS FAVOR LOW TARIFF.

Mr. Tertius' tariff resolution was de-
feated in the House of Commons yes-
terday. The government majority was
52.

PERSECUTING THE JEWS.

Russian police and Cossacks brutally
attacked a procession of Jews in Lod-
z, Poland.

TRIUMPH FOR LEADING BRITISH STATESMAN.

Chamberlain scored a great personal
triumph in the British Commons on
a tariff debate.

NOTES ON THE C.R.R.

During the discussion of the resolutions
of aid to the Canadian Northern
railway, introduced by the Hon. Mr.
Mair on Wednesday, Mr. Oliver spoke
as follows:—

Standard report, Wednesday, June 10.

MR. OLIVER. As this seems to be an
opportunity for giving good advice to the
government, I propose to offer such
suggestions as occur to my mind. I
would ask for some indulgence from the
House in the measure of I happen to
represent a part of the country to be
served by the railway proposed to be
constructed. I would like to rather
emphasize the importance of the pro-
position now before the House. There
seems to me a tendency to belittle it
as not being of the importance of a
great transcontinental scheme. It is
true, this is not as important as if it
were part of a transcontinental
scheme; but allow me to say that it
still is of stupendous importance, not
merely to the handful of people who
are now in the country proposed to be
settled, nor merely to the thousands or
hundreds of thousands who are shortly
to occupy that country, but to the
whole Dominion of Canada. The road
is for the development of the Saskatchewan
valley and the Saskatchewan
valley is the coming granary of Can-
ada, of North America, and possibly, of
the world.

MR. McCREADY. What about the
Red River valley?

MR. OLIVER. The Red River valley
is part of the great country of which
the Saskatchewan valley is very much
the larger part. The part of that
great wheat growing area of the
Northwest, which long ago was called
the fertile belt, and which includes the
valley of the Red River and the Sas-
katchewan, is the region to which Can-
ada must look for its future develop-
ment in wealth and population. There,
and there only, have we the area of
fertility suitable for the growth of
population and the production of
wealth that will, over a period of time,
make Canada a great country. So, I say,
it is of the very highest importance,
looked at from a national standpoint,
first that such a road as this should
be constructed, and second, that it
should be constructed under proper
conditions. I shall say nothing with
regard to the amount of aid to be given,
the manner in which that aid is to be
given nor the security to be taken.
I do not think we need quarrel about
any or all of these three particulars.
It does not matter much to this
country whether we guarantee the
bonds to the amount of \$10,000 a mile
or \$13,000 a mile; it does not matter
so much even if we have to pay the in-
terest on these bonds. What does
matter to us is the amount we shall
have to pay for the service we get.

from that road. I have troubled the
House and some of the committees on
some other occasions on this subject,
and I propose to trespass again and to
emphasize the point that the rates to
be charged on this railway for the
service of the country through which
it runs, and, even more, for the ser-
vice of the whole country, is the im-
portant question in connection with
this railway. There seems to be an
idea that the transportation question
of Canada begins at Fort William and
extends to Quebec. Allow me to say
that Canada has no serious trans-
portation question over that distance. Na-
ture and what we have done in the
past has, in very large measure, solved
the transportation question over that
distance, so that when grain comes
east, once it reaches Fort William,
there is then no question as to its ultimate
transportation or the rates it will
pay from that point to its ultimate
market. Neither is there any serious
question as to the transportation of
manufactured articles going westward
until Fort William is reached. The
lake navigation and the railroads fulfill
in great part the requirements. We
do not say that improvement cannot
still be made; of course we admit that
it can. We do not say that it is not
desirable; of course it is. But what I
say is that it is not of the stupendous
importance of the transportation ques-
tion over the distance from Fort Wil-
liam westward. I do not think I need
dwell on the importance to the wheat
producers of the west of the lowest
possible rate for the hauling of their
grain to the ultimate market, which
I said before, means the lowest pos-
sible rate for their grain from the
wheat fields to Fort William. Beyond
this shows close and accurate tender-
ing. The work will be commenced in
a few days. Mr. Dobson will come
west to take charge of the work
until Mr. Fry has finished his Edmon-
ton contract.

—Mr. F. Fry, of Dobson, Jackson &
Fry, has secured the contract for building
an addition to the present Calgary
waterworks and sewage systems. City
contracts in Calgary for some time
past have been done by day labor
and Mr. Fry in submitting his
tender had to figure against the
Calgary City Engineer, who tendered on
the basis of day labor. The engineer's
tender was \$15,784 and Mr. Fry's \$16,
495. All other tenders were higher.
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—Mr. Harper, who is connected with
the Montreal *Witness*, arrived in Ed-
monton last night. He was a delegate
to the Preliminary General Assembly
and in returning east left the main
body of the delegates at Calgary and
took the train to Edmonton. He was
one of a great majority of the dele-
gates who sincerely regretted having
to cancel the previously planned visit
of the delegates to Edmonton. This
visit having failed he determined to
come and see Edmonton himself. The
people of the west have a great heri-
tage, but, no part, in Mr. Harper's opin-
ion is so specially favored as the Ed-
monton district. He thinks that the
future before Edmonton is particularly
bright.

LOCAL

Train twenty minutes late.
Strawberries have been found of
large size and almost ripe early this
week along the Saskatchewan.

—Engineer Entwistle picked a wild
rose on the flats near the station, on
Sunday morning. It was in full
bloom.

—At the police court this morning
Hague was fined \$1 and costs for is-
suing C. H. Sudaby. The assul-
tive of C. Sand vs Wm. Parsons was
dismissed, the plaintiff not putting in
an appearance.

—The surveyors who have been at
work on the prairies of Northern Al-
berta the past few weeks state that
there is a great mortality among
the rabbits. They are continually and
in all sections running across large
numbers of dead animals.

—The Edmonton Mock Parliament
held a very successful session in the
Carrie Hall on Tuesday evening. By
a unanimous vote the parliament de-
cided to adjourn for the months of
July and August and to reassemble
some time in September.

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PERSONAL

H. C. Taylor returned from Winni-
peg last night.

D. C. Robertson left on a business
trip to Leduc this morning.

H. K. Moberly, D. L. S., left yester-
day morning for the Red Deer dis-
trict where he will be engaged in
survey work for some time.

NEW ADVERTISEMENTS

IMPOUNDED.

A poorly branded B on left hip, pair
of bobbies on. A. L. Grierson,
poundage, p-140-143-e

FOR SALE.

Good work or broad mare, cheap.
Also democrat, nearly new. Apply to
J. A. McLean, corner First street and
Jasper avenue, Fitzgerald and Co's
office. d-140-147

COW LOST.

Dark red cow, horns sawed off about
one inch from head. No brands. Re-
ward for information of whereabouts
or return to O. Tessier. Large and
Elegant general store, Edmonton.

Edmonton Industrial

Exhibition Association

Booth Spaces Are Now For Sale.

Parties intending to exhibit will
obliging by making their entries at once.

Any person having rooms to let
during the Fair, or intend giving meals
will do well to let undersigned know.

F. FRASER TIMS,

Secretary

J. T. BLOWEY



18 STYLES OF OFFICE AND HOME DESKS.

Our Office Desks include all
the practical features of a business
man's desk, at prices that mean busi-
ness also. Our home desks are
designed to economize space and still give
a large writing board.

Typewriter desks, tilting and arm
chairs we have them all. We buy for
two large stores, buy for spot cash,
and will make it pay to buy here.

J. T. BLOWEY.
EDMONTON. STRATHCONA.

HALF SECTION

6 Miles North of Edmonton

75 Acres Broken,
45 Acres Under Crop,
Fair Buildings.

\$15.00 an Acre.

The Great West Land
Company.

P. O. Box 168, Edmonton.

Wee Macgregor.

This book has taken England and
the United States by storm. It is
fair to outstrip the works of Ian
Macgregor.

The *Half Mall Gazette* says of it
"Wee Macgregor is one of the most
amusing and enjoyable studies of
character that has come under our
notice for a long time."

Cloth Binding
Price - 50c.

AT

H. W. B. Douglas.

The Sign of the Big Book.

National Trust Company,

LIMITED.

Head Office: Toronto.

Capital Paid Up \$1,000,000. Reserve, \$300,000

J. W. FLAVELLE,
W. T. WHITE,

President.
General Manager.

Branch Office Opposite Post Office, Edmonton.

MONEY TO LOAN on Improved Farm Property at Lowest current
rates of interest.

LOANS closed and money advanced without delay at the Edmonton office.

MORTGAGES, Bonds and Debentures purchased.

ACTS AS ADMINISTRATOR, GUARDIAN, EXECUTOR, TRUSTEE.

SOLICITORS bringing Estates, Trustships, Executorships, Adminis-
trations, Guardianships, Etc., to the Company, are continued in the
professional care thereof.

EXECUTIVE AGENT WANTED
IN UNDERSERVED DISTRICTS.

A. M. STEWART,
SECRETARY, Edmonton Branch.

Are You
Building

Don't Hold
Your Nose

to the grind stone by paying more than
you ought to.

You Can Get

the best quality, best price and prompt
delivery by buying here.

We Guarantee Satisfaction

If so, we would call your attention
to our line of factory work. With
two well-equipped factories at Calgary
and Edmonton we are in the best pos-
sition to supply your needs at the low-
est cost. We can supply turned work
of all kinds for verandas or stairs,
etc., brackets, gable ornaments, etc.

A little money spent in the decora-
tion of your house will greatly increase
its rental or selling value. We can
also supply ornamental windows and
doors.

And we continue to handle a large
quantity of British Columbia and Al-
berta lumber. Our stock of XXX shingles
is very large.

SMITH & WILSON.
5 only, Seven Talcovitha, large size,
Regular \$1.50. Saturday \$1.25

5 doz. Pillow Cases, 42 in., well made,
Regular 17½ Saturday 2 for 25

Ladies' Satin Hts., white only,
Regular 75c. Saturday 60c.

Men's Oxford Shirts,
Regular 50c. Saturday 35c.

Miss' Heavy Buff Congress Sheets,
Regular \$1.50. Saturday \$1.25

Men's Tux Shirts, all sizes,
Regular \$4.75 & \$5.50. Saturday at Cost

CUSHING BROS. Co. Ltd.

J. H. MORRIS & CO.

Phone 2-5. Prompt Delivery

Factories and yards at Calgary and
Edmonton. Branches at Strathcona
and Fort Saskatchewan.

HEAD OFFICE, TORONTO.

President, George Goodman

First Vice-President and Managing Director, J. H. Morris

Second Vice-President, W. H. Beatty

CAPITAL PAID-UP, \$ 5,000,000. INVESTED FUNDS, \$ 20,000,000.

Branch Office—Imperial Bank Block, Edmonton.

MONEY TO LEND on Improved Farm and Town property at
lowest current rates.

LOANS closed and the money advanced at the Edmonton office
without delay.

MUNICIPAL, School and other Debentures purchased.

C. W. STRATHY, MANAGER.

Opposite the market, north of Dufferin
avenue.

WALSH & CLARY

Subscribe for the Daily Bulletin.

Daily Edmonton Bulletin Mail Routes and Service.

SUBSCRIPTION.

Delivery by carrier, per 3 months, \$1.
Delivery, by post per year, \$3.
Strictly in advance.

ADVERTISEMENTS.

Transient.
12c per line first insertion.
6c per line each subsequent insertion.
(Line measurement is to a minimum line to the inch.)

Commercial.
Monthly rate.
Per inch each issue.
(Changes are charged for at 6c an inch.)

Want advertisements.
Lost or Found. Situations vacant or wanted, 25c.
Wanted or Found, 25c.
Twice-a-week Bulletin, \$1.
Commercial advertisements.
Per inch per month, \$1.
Per issue, each issue, 5c.
Wants, or Lost or Found, 8 weeks, \$1.

THURSDAY, JUNE 18TH, 1903.

FLOODS IN BRITISH COLUMBIA.

Following on the disastrous floods at Kansas City, Topeka and other western points, come reports of floods in Southern British Columbia. The natural formation of this province is radically different from any other section of the Dominion. It is in the shape of an oblong with parallel mountain ranges running north and south. Down the valleys, run large rivers, the banks of which in some places are hundred of feet high, while in other places large flats stretch away on either side from the river, the water level of the river. These flats are exceedingly fertile and grow excellent crops. They have been rapidly settled upon for their agricultural value. They form the so-called Fraser Valley. However the low banks are a constant menace to the farming community. During the winter prodigious amounts of snow gather on the mountains and hills which incline towards the Fraser River. In the spring the bright rays of the sun, the warm air currents from the ocean and frequent showers of rain melt this snow and disastrous floods are the result. The Fraser rises several feet in a few hours and continues to rise until it overflows the adjoining flats. This backs up the water in the creeks and they are similarly forced to overflow their banks. This has been the condition for the succeeding year, although the floods are very much more severe some years than others. In 1894 the floods were especially bad. Farms along the Fraser river lay under several feet of water and naturally the crops were a total failure. To prevent a repetition of such disaster dykes were built along the Fraser to raise the banks and thus prevent the adjoining flats. This work was proceeded with for several years but for the next few years the Fraser did not rise as high as it did in 1894. The banks became earthen, the 1895 flood was forgotten and the dykes were not built. This year the Fraser is so high that all hope is lost that we will see a repetition of the scenes of 1894. Farms have been taken up on all islands in the Fraser river. One of the worst places here is Vernon, which is almost entirely submerged. Cattle and other live stock have had to be removed and the growing crops will be destroyed. A similar state of affairs exists on the undyed flats along the river. The government has taken the water in and the dykes are not fortunate enough to be caught by the flood. The grain crop will likely be ruined and the entire hay crop will be destroyed if the waters do not subside. Settlers whose houses are on rising land, in order to visit their neighbors, have to wade across country, floating over grain fields and pastures. This state of things following closely on the depression in the Kootenay, will have a very serious effect on British Columbia's present prosperity. Undoubtedly the tides date very shortly the country will get a set back from which it will never recover.

THE WEATHER AND CROPS.
The last few weeks have been a long series of warm, sunny days. The crops generally ripen earlier and more advanced than is usual in this season of the year. The weather is beginning to turn cool and the rain has increased in force. This morning the temperature has been thoroughly tested. The sun is still out and the wind is still blowing a good amount of wood to the growing grain. As usual those who were loudest in wishing for rain now complain of the muddy roads.

Mail services to and from the Edmonton post office, both by rail from the south and by stage to the outlying country points are as follows:

With Strathcona mail is exchanged twice daily.
Train arrives in Edmonton every night at 6 o'clock and leaves every morning at 7:45 o'clock, except Sunday at 8 a.m.

The mail from Fort Saskatchewan, Lamont, Ponoka, etc., arrives Monday and Friday afternoons at 5 o'clock and again Tuesday and Saturday at 8 a.m.

Mail from Namao, Drayton, Bow Island and New Lunnan arrives at 12 o'clock Tuesdays and departs at 1:30 p.m. the same day.

Mail from Story Plain, Spruce Grove arrives Tuesdays and Fridays at 5 a.m. and departs Wednesdays and Saturdays at 8 a.m.

Mail from St. Albert arrives at 7 and departs at 7:30 a.m. Mondays and Saturdays.

From St. Albert the mail is made up for the following outlying points, Egg Lake, Morinville, Bay, Riviere Qui-Baie and Villemont.

From Fort Saskatchewan mail is made up for the following offices every week: Beaver Hills, Bruderheim, Star, Wostok, Whifford, Pakan, Ross Creek, Tofield, Northern Logan, Beaver Lake.

Mail for Saddle Lake and Lac la Biche goes semi-monthly and is made up at Whifford.

Agriculture is served from Fort Saskatchewan Tuesdays and Saturdays.

Clover Bar mail arrives in Strathcona Mondays and Fridays and departs Tuesdays and Saturdays.

Mail from Athabasca Landing arrives Saturday at 6 p.m. and leaves Sunday at 8 a.m.

Office hours here from 8 a.m. to 7 p.m. for delivery of letters. After mail is distributed letters are delivered from 8 to 8:30. For box holders the office is open until 10 o'clock.

For the registration of letters and parcels, or money orders and special note orders, the office is open at 8 o'clock.

3 additional postmen.

Fraternals for the following:

FRATERNAL SOCIETIES

ANCIENT ORDER OF FORESTERS.

The Ancient Order of Foresters.

Court House, No. 7, 7866, meets in Houston's Hall first and third Tuesdays. Visitors are invited.

R. KENNEDY, Secretary.

I. O. C. F.

Friendship Lodge, No. 7, Independent Order of Oddfellows, meets Wednesday evenings at 8 p.m., in Houston's Hall. All are welcome. Visiting brethren cordially welcomed.

W. J. Reid, P.S.C. Win. West, N.G.

WOODMEN OF THE WORLD.

Edmonton, Camp No. 75, meets every 2nd and 4th Tuesday evenings in Houston's Hall. Visitors are specially invited to meet on 11th.

R. KENNEDY, Clerk.

THE U. S. STEEL WASHER.

ALL STEEL, NEVER LEAK, NEVER RUST.

Made to wear. Has all the best features of the latest Washing Machines and some new ones.

WE ARE MAKING

GROCERIES!

WE ARE MAKING

SHIRTWAISTES

WE ARE MAKING

SOAPS

WE ARE MAKING

SHIRTWAISTES

Notes on the C. & P. R.
Continued from Page One.

Interest of manufacturers because of your increased market there, or you are not going to have increased manufacturers. Now this is of just as much importance to you that you should have a market, and the place where your manufacturers are in this wheat fields as it is that the western farmer should get his grain out at a low rate. The difference between high rates and a low rate to the western farmer makes a difference in his profits, but if you cannot get a rate that will enable you to earn your manufacturers less than you cannot manufacture at all. Your throat is cut, you cannot go on.

Now, let me point out just now and where your throat is cut. It is a matter of notoriety that in western Canada the importations of United States machinery for agricultural purposes has increased in recent years. Beyond the 1902-03 financial year. Your manufacturers of eastern Canada are not keeping pace with the increased population of the west in the same time we are making a progress with this company is the time when we also agreed that the minimum rates which company shall charge upon freight going out and coming in, and the time to make the bargain also is the one time to make it. We are giving them a definite amount of money for a definite purpose, and we can hedge them around with conditions in regard to this, that the other thing now is the time to impose the conditions which are of the importance of life and death to the country served and to this whole country, so enough to say that the government when it would色彩ed the

territory of the Northwest Territories, and it is also in heavy groceries. But it is also in heavy groceries. I have visited the cities of St. Paul and Minneapolis and other manufacturing cities upon any Canadian who will provide cities that the trade of the Canadian Northwest is one of the best reasons for their great prosperity. This is recognized by the people there. They look upon the Northwest of Canada as their meat. They are growing with its growth, they are prospering with its prosperity, and they expect to continue to do so, unless you can improve the freight rates which at present keep 90% of this grain in the west market, they are going to continue to prosper and grow, and you are going to continue to stand still, as you have done, to a very large extent in the past.

What is true of St. Paul and Minneapolis is true of our Northwest, and just as much regard is paid to the connection with the Kootenay mining district of British Columbia for the reason that Spokane gives low freight rate by reason of railway competition. It is close to the Canadian border and the Canadian Pacific Railway charges a high freight rate from the west, and no matter how high you put your rates, if it is calculated into the freight rates, and you get no benefit from

I say the cities of Spokane and St.

Paul have grown within the past few years to 10 cities in Canada have been, and their growth has been principally within very recent years, because of the growth and development of the adjoining Northwest of Canada. The reason of that is because they have had the benefit of freight rates which our eastern manufacturers and carriers have not had, and when the Parliament and this government proposes to do anything in the way of increasing railway facilities in that country, it is their first duty to meet that point upon that piece of railway. After that load was put in operation because of rates which were not in force which was a protest of the carriers, and it was decided that it was given to railways to do what was unpleasant, but will just apply to a certain committee to a little incident in connection with the Crow's Nest Pass, which would indicate whom of us would not be able to do what was more general control of rates by the government. Under the Crow's Nest Pass, the government has the right to regulate the rates from point to

point upon that piece of railway. After that load was put in operation because of rates so as to make them fairly satisfied, and the results received. We asked the government on that occasion to come in and reduce the company to reduce its rates, and we were put in the position of having agreed to a certain which as far as the public could see meant nothing as to the control of rates on an occasion when that control should most certainly have been exercised. The fact that the company afterwards did reduce its rates shows that the rates were unreasonable. I do not wish to press the committee with that the present time, but as a representative of a part of the Northwest Territories, and as the representative of a part of the country to be served by this proposed railway, I must say to the government, to his House that as far as the people there are concerned, when that load is put in there, they will look with very great dissatisfaction upon the rates of the government as far as the government is concerned, and place the rates on such a basis as will ensure our own interests and the own people's interests.

It has been suggested, when I have mentioned this matter before, that provision is made in these resolutions for control of rates over this proposed railway if read.

Resolved. That the rates and tolls to be charged for the transfer and carriage of freight and passengers upon the lines owned by the Canadian Northern Railway shall be under the control of the Governor in Council, or of such authority as may be constituted by an Act of the Parliament of Canada, as is designated or constituted under any Act of the Parliament of Canada, for the transfer and carriage of the business of railways.

We are referred to the Railway Commission Bill, which is up before the House, as the authority which shall control the rates over the Canadian Northern Railway. We have every confidence that it would be possible to provide a Bill that would control these rates, but I have looked at the provision as contained in section 260, which I presume is the provision relating to the control of tariffs, and I do not find that, in my estimation, it meets the case or that it is intended to meet the case. I understand the general purpose of the Railway Commission Bill is that it shall prevent discrimination in rates, that it shall tend to the equalization of rates, that it shall provide against the conditions which prevail throughout Canada, where one town is discriminated against in favor of another, or where

certain differences are made by one railway from another, or even equalization of rates, and we want it is not equalization of rates, but as I said a few moments ago, the need that the government have to take the control of rates to the west, the reason is that the west rate it is possible to, in order to transport our trade. The Railway Commission Bill does not accommodate any such condition, and therefore, as they stand, it would be impossible to take such action because it would be distinctly contrary to the spirit, and even to the letter of the Bill. Therefore, I say the Railway Commission Bill does not meet the claims as we understand it. Our claim is that in consideration of some reason, a special arrangement should be made in the proposed legislation in the Railway Commission Bill, so that we may have a rate that will enable you to earn your manufacturers less than you cannot manufacture at all. Your throat is cut, you cannot go on.

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What is true of St. Paul and Minneapolis is true of our Northwest, and just as much regard is paid to the connection with the Kootenay mining district of British Columbia for the reason that Spokane gives low freight rate by reason of railway competition. It is close to the Canadian border and the Canadian Pacific Railway charges a high freight rate from the west, and no matter how high you put your rates, if it is calculated into the freight rates, and you get no benefit from

I say the cities of Spokane and St.

Paul have grown within the past few years to 10 cities in Canada have been, and their growth has been principally within very recent years, because of the growth and development of the adjoining Northwest of Canada. The reason of that is because they have had the benefit of freight rates which our eastern manufacturers and carriers have not had, and when the Parliament and this government proposes to do anything in the way of increasing railway facilities in that country, it is their first duty to meet that point upon that piece of railway. After that load was put in operation because of rates which were not in force which was a protest of the carriers, and it was decided that it was given to railways to do what was unpleasant, but will just apply to a certain committee to a little incident in connection with the Crow's Nest Pass, which would indicate whom of us would not be able to do what was more general control of rates by the government. Under the Crow's Nest Pass, the government has the right to regulate the rates from point to

point upon that piece of railway. After that load was put in operation because of rates so as to make them fairly satisfied, and the results received. We asked the government on that occasion to come in and reduce the company to reduce its rates, and we were put in the position of having agreed to a certain which as far as the public could see meant nothing as to the control of rates on an occasion when that control should most certainly have been exercised. The fact that the company afterwards did reduce its rates shows that the rates were unreasonable. I do not wish to press the committee with that the present time, but as a representative of a part of the Northwest Territories, and as the representative of a part of the country to be served by this proposed railway, I must say to the government, to his House that as far as the people there are concerned, when that load is put in there, they will look with very great dissatisfaction upon the rates of the government as far as the government is concerned, and place the rates on such a basis as will ensure our own interests and the own people's interests.

It has been suggested, when I have mentioned this matter before, that provision is made in these resolutions for control of rates over this proposed railway if read.

Resolved. That the rates and tolls to be charged for the transfer and carriage of freight and passengers upon the lines owned by the Canadian Northern Railway shall be under the control of the Governor in Council, or of such authority as may be constituted by an Act of the Parliament of Canada, for the transfer and carriage of the business of railways.

We are referred to the Railway Commission Bill, which is up before the House, as the authority which shall control the rates over the Canadian Northern Railway. We have every confidence that it would be possible to provide a Bill that would control these rates, but I have looked at the provision as contained in section 260, which I presume is the provision

relating to the control of tariffs, and I do not find that, in my estimation, it meets the case or that it is intended to meet the case. I understand the general purpose of the Railway Commission Bill is that it shall prevent discrimination in rates, that it shall tend to the equalization of rates, that it shall provide against the conditions which prevail throughout Canada, where one town is discriminated against in favor of another, or where

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1207, 1208, 1209, 1209, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 121

The Growth of the Auction Sale

It is recognized by all breeders of live stock, and by all others who have paid any attention to stock breeding, that in order to produce good animals we must use only good sires of the proper type and breed in proper lines. The farmer must not only use the best class of males, but he must feed the offspring liberally if he expects to secure a profit from his operations. These two conditions must go together. Recognizing this fact, the live stock commissioner, Mr. F. V. Hodson, has for years been endeavoring to perfect plans for distributing as many good sires as possible among farmers in all parts of Canada. The remarkable development in Great Britain of the auction sale system of selling live stock led him to advocate a similar method here. In Britain there are at many points fairs or markets on certain days where cattle, sheep, swine and other animals are regularly auctioned off. From reliable evidence and personal observation this system was found to work satisfactorily, entirely doing away with huckstering, and giving to the seller the full value of his animals as determined by public competition. After discussing the question with the various live stock associations, it was concluded that the adoption of the auction sale principle would be of great benefit to Canada, and the department of agriculture offered to assist in starting live stock sales in each province. Several provincial sales have been held and the feeling in favor of them is growing rapidly. Similar independent combination sales are being held in many parts of Canada and a fine pavilion has been erected especially for auction sales at Hamilton, Ont. It is not the intention that the department of agriculture shall continue to assist these sales, but only until they are well established and self-sustaining. It is hoped that eventually monthly or weekly sales will be established at some central point in each electoral district. At certain seasons of the year pure bred stock for breeding purposes would be sold at other times store and fat animals, including cattle, sheep and swine, in fact everything a farmer has to sell. In Great Britain very little stock is sold except at these auctions; nearly every town or village has its weekly, monthly or fortnightly sale, and the auctioneers have well-equipped yards and sheds in which to sell. The educational value of these sales is a noticeable feature, for a poor animal will bring little money, while a choice one will bring a good price. This is an object lesson for the farmers who attend.

In this connection the sale established under the auspices of the Territorial Cattle Breeders at Calgary is worthy of mention. At their sale in May, 1903, an average of \$96.38 was made on 268 head. The highest priced bull was a Hereford sold by Oswald Palmer, of Lacombe, for \$300 to A. B. Macdonald, New Oxtley. Mr. Palmer sold three Herefords for an average of \$181.66 per head and the Mossom Boyd Company, of Prince Albert, sold nine head at an average of \$122.83. Messrs. J. and W. Sharp, of Lacombe, obtained the highest average for Shorthorns, having sold nine head at an average of \$158.33, the lowest price being \$140. The highest priced cow was sold by G. Scary, of Innisfail, for \$150 to Dr. J. P. Cremer, of Galt. The Calgary sale is steadily growing in extent and in the prices commanded. In 1902 an average of \$95.75 was made on 229 head, and in the previous year 64 animals brought an average of \$65.17. This year we carious of stock went to British Columbia and it is expected that next year at least five carloads will be taken by that province. Territorial breeders evidently intend to give Ontario a hot fight in the pure bred stock market.

CALGARY LABOR STRIKE

Albertan, June 16th.
There is nothing definite about the strike this morning. A few more caravans came to the city this morning and went to work. A number of men who are on strike left the city. It is stated however, that work is not very plentiful in the north.

A special meeting of the Trades and Labor Council was held on Saturday night. There was a long discussion on the ways and means of bringing the present discussion to a close. Finally a resolution was passed:—

"That a committee of three be appointed from delegates of the Trades and Labor Council, these delegates to be selected from the different unions who are not now engaged in the present dispute. This committee shall endeavor to meet a committee of the employers' association and lay the case of the tradesmen before them with a view to a speedy settlement; failing to secure conference with that body they shall interview the secretary of the Board of Trade and submit plans for arbitration, the secretary of the council shall arrange for this conference to be held Monday afternoon, if possible, and call a meeting of the Trades and Labor Council to report result of proceedings."

VEGREVILLE

The crop outlook at present in the Vermilion Valley is quite promising and is all that it could be expected to be after the long hard winter and cold, tedious spring. Seed-

ing was very late indeed, and in general was nearly two weeks later than seeding on Stony Plain and other districts immediately surrounding Edmonton. However, we have been blessed by a long, continuous season of beautiful sunshine and this has caused the grain sown to make very rapid progress and travellers and farmers who have recently passed through here from the Edmonton districts tell us that our crops are as far advanced here as those of districts where the grain was sown much earlier. So far as we have been able to learn the information we are quite justified in saying that the acreage under crop in this valley in fully double what was last year.

June 11th.

EDMONTON CHURCHES

METHODIST CHURCH.
Sunday services, 11 a. m. and 7 p. m.
3 p. m.
M. Y. M. club open every evening; service Sunday afternoon.

Epworth League, Monday 8 p. m.

Prayer Meeting, Thursday 8 p. m.

All strangers are cordially welcome to any and all services.

REV. T. C. BUCHANAN,
Pastor.

REV. E. J. HODGINS, B. A.,
Associate Pastor.

PRESBYTERIAN CHURCH.

Regular services, Lord's Day, morning 11:15; evening 7.

Sunday School and Bible Class, 3 p. m.

Prayer Meeting, Wednesday, 8 p. m.

Ladies' Aid Society, first Tuesday in each month, at 8 p. m.

Y. P. S. O. E. 8 p. m. Mondays.

All seats free and strangers cordially welcomed.

REV. D. G. MCGUVERN, B. A.,
Pastor.

BAPTIST CHURCH.

Sunday services at 11 a. m. and 7 p. m.
Sunday school and Bible class at 3 p. m.

Prayer meeting, Wednesday night at 8 p. m.

Y. P. Union, Friday, at 8 p. m.

Strangers cordially invited.

A. M. MACDONALD, B. A.,
Pastor.

LUThERAN CHURCH.

German Lutheran Church services will be held every Sunday evening at 7:30 in the Garson & Lessard building.

GUSTAV POENGEN,
Pastor.

CHURCH OF ENGLAND.

Parish of All Saints'.
Sunday morning Prayer, 11 a. m.
Sunday evening 7 p. m.

Holy Communion 1st and 3rd Sunday in the month at 11 a. m.; 2nd and 4th Sunday at 8:30 a. m.

Sunday school 3 p. m.

Wednesday's service 8 p. m.

All Seats Free. The Rector will be glad to meet any strangers or newcomers at the close of any service or at any other time.

HY. ALLEN GRAY, M. A.,
Rector.

ST. JOACHIM CHURCH.

Every Sunday and feast of obligation, First mass at 8 a. m.; Solemn High Mass at 10:30 a. m.; Vespers and benediction of the blessed sacrament at 7 p. m. Sunday school at 3 p. m. Sermon morning and evening, alternately in French and English, and occasionally in Rutheno-Galician and other languages.

Every day of the week masses are celebrated at the convent, the General Hospital and the maternity Hospital portion of the blessed sacrament at 7 a. m. Every Thursday solemn benediction of the blessed sacrament at 7:30 p. m.

Every first Friday of the month, mass at 8 a. m. Exposition of the blessed sacrament the whole day and Benediction at 7:30 p. m.

H. LEMARCHEAND, O. M. I.

A. JAN. O. M. L.

Edmonton, Yukon & Pacific.

Time Card, No. 1.
Going South.
Train No. 1 leaves Edmonton 7:45
Arrives Strathcona 8:00
Train No. 3 (mixed) leaves Edmonton 13:15
Arrives Strathcona 13:30
Train No. 5 (mixed) leaves Edmonton 16:45
Arrives Strathcona 17:00
Going North.
Train No. 2 (mixed) leaves Strathcona 9:00
Arrives Edmonton 9:15
Train No. 4 (mixed) leaves Strathcona 14:35
Arrives Edmonton 14:40
@Train No. 6 leaves Strathcona 17:35
Arrives Edmonton 17:55
@Train No. 1 connects with south bound train on the C. & E. R.
@Train No. 6 connects with north bound train on the C. & E. R.

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Now opened. West of School House on 1st Street. Rates: \$4.50 a week.
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We are receiving regular shipments of all the new fruits as the season opens, including:

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NOTICE

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On and after June the fifteenth a Tariff of Ten cents will be placed on all messages between Edmonton and St. Albert.

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Alex. Taylor, Manager

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Rest, \$2,500,000.

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Port Hope